

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1. Name of Property

historic name Red Cedar Inn

other names/site number Red Cedar Tavern

2. Location

street & number 1047 East Osage [N/A] not for publication

city or town Pacific [N/A] vicinity

state Missouri code MO county St. Louis code 189 zip code 63069

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☒ statewide ☐ locally.

(See continuation sheet for additional comments ☐ .)

 2/19/15
Signature of certifying official/Title LaVerne Brondel/Deputy SHPO Date

Missouri Department of Natural Resources

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria.

(See continuation sheet for additional comments ☐ .)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

☐ entered in the National Register.

See continuation sheet ☐ .

☐ determined eligible for the
National Register.

See continuation sheet ☐ .

☐ determined not eligible for the
National Register.

☐ removed from the National
Register.

☐ other, (explain:)

Signature of the Keeper

Date of Action

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St. Louis County, Missouri**

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5. Classification

Ownership of Property	Category of Property	Number of Resources Within Property		
		Contributing	Non-contributing	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	2	0	buildings
<input type="checkbox"/> public-local	<input type="checkbox"/> district	0	0	sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site	0	0	structures
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	0	0	objects
	<input type="checkbox"/> object	2	0	Total

Name of related multiple property listing.

N/A

Number of contributing resources previously
listed in the National Register.

N/A

6. Function or Use**Historic Functions**

COMMERCE/TRADE/ restaurant

Current Functions

COMMERCE/TRADE/ restaurant

7. Description**Architectural Classification**

No style

foundation	Brick
walls	Log
	Brick
roof	Asphalt
other	Wood
	Metal

Narrative Description See continuation sheet [x].

See continuation sheet []

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8. Statement of Significance**Applicable National Register Criteria**

☐ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ **B** Property is associated with the lives of persons significant in our past.

☐ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

Property is:

☐ **A** owned by a religious institution or used for religious purposes.

☐ **B** removed from its original location.

☐ **C** a birthplace or grave.

☐ **D** a cemetery.

☐ **E** a reconstructed building, object, or structure.

☐ **F** a commemorative property.

☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

COMMERCE

Period of Significance

ca. 1934-1952

Significant Dates

ca. 1934

ca. 1935

ca. 1940

Significant Person(s)

N/A

Cultural Affiliation

N/A

Architect/Builder

Builder/ Wehrle, Dutch

Narrative Statement of Significance

See continuation sheet [x].

9. Major Bibliographic References**Bibliography**

See continuation sheet [x].

Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67) has been requested

☐ previously listed in the National Register

☐ previously determined eligible by the National Register

☐ designated a National Historic Landmark

☐ recorded by Historic American Buildings Survey

☐ recorded by Historic American Engineering Record

Primary location of additional data:

☒ State Historic Preservation Office

☐ Other State Agency

☐ Federal Agency

☐ Local Government

☐ University

☐ Other:

Name of repository:

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St. Louis County, Missouri

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10. Geographical DataAcreage of Property Less than one acre**UTM References**

A. Zone	Easting	Northing	B. Zone	Easting	Northing
15	699110	4261505			

C. Zone	Easting	Northing	D. Zone	Easting	Northing

[] See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared Byname/title Debbie Shealsorganization Private Contractor date September, 2002street & number 406 West Broadway telephone 573-874-3779city or town Columbia state Missouri zip code 65203**Additional Documentation**

Submit the following items with the completed form:

Continuation Sheets**Maps**A **USGS map** (7.5 or 15 minute series) indicating the property's location.A **Sketch map** for historic districts and properties having large acreage or numerous resources.**Photographs**Representative **black and white photographs** of the property.**Additional Items**

(Check with the SHPO or FOP for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Ginger Gallagher
street & number 1047 East Osage telephone 636-257-5414city or town Pacific state MO zip code 63069

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**Red Cedar Inn
St. Louis County, Missouri**

Summary: The Red Cedar Inn is located at 1047 East Osage Street, in Pacific, St. Louis County, Missouri. The restaurant faces south, to Osage Street, which follows the original path of Missouri Route 66. It sits at the very eastern edge of Pacific, about a mile from the town's commercial center. The restaurant has two main sections, both of which have walls of red cedar logs and brick. The original section of the building, which dates to 1934, is also the largest. It contains the dining room, and some kitchen space. It has a forty-foot wide facade, a dual-pitched gable roof supported by triangular brackets, and a hip-roofed front porch. A sixteen-foot wide ell on the east side of the dining room houses a small bar area; that section was added ca. 1935. The bar addition has a second front-facing gable roof; the ridges for those two sections parallel each other. The building is highly intact, inside and out, and in very good condition. The interior spaces have seen few changes, and most original finishes, including exposed log walls, windows, and interior woodwork, are intact. The only other resource on the property is a large barbeque shack which is located near the front west corner of the main building; it is very early. The shack has a gable roof, and log half-walls which have large hinged panels above for ventilation. Neither the restaurant nor the shack have seen any changes of note in the last fifty years, and both are counted as contributing buildings. There are no non-contributing buildings on the property.

Elaboration: The Red Cedar Inn is located in a rural setting in western St. Louis County. It sits close to the highway, on a lot which slopes to the east. The restaurant property, which covers just under one acre, is bounded on the south by the highway right of way, and on the northeast by the Pacific city limits, which roughly follow the line of Clear Creek at that point. The west side of the lot, which contains a fenced garden patio for the restaurant, has several very large shade trees. A second patio is located behind the building to the north. The area south and east of the building contains paved parking.

The early outbuilding, which looks like a barbeque shack, is located in the garden area on the west side of the restaurant. It has a gable roof with exposed rafter ends, and shiplap wooden siding in the gable ends. The bases of the walls are made of peeled cedar saplings, set horizontally and chinked like the log walls of the restaurant. Hinged plywood panels cover the upper halves of the walls. (See photo 7.) The shed is tucked into the hillside near the front of the main building, and has a doorway in its east wall. A sign which reads "RED CEDAR INN: Good Food and Mixed Drinks" covers its south wall, which faces the highway. A high wooden fence runs between the outbuilding and the restaurant, and along the southwest corner of the patio area, shielding the patio from the highway. The large outbuilding, which is more than fifty years old, is highly intact and in good condition; it is a contributing building.

The facade of the original part of the building is sheltered by the wide front porch. The porch has wood shingle roofing, and support posts which are made of peeled cedar saplings. Newer rough cedar boards cover the walls of the gable end above the porch roof. That gable end also contains a pair of double hung windows which are mostly covered by an early neon sign which

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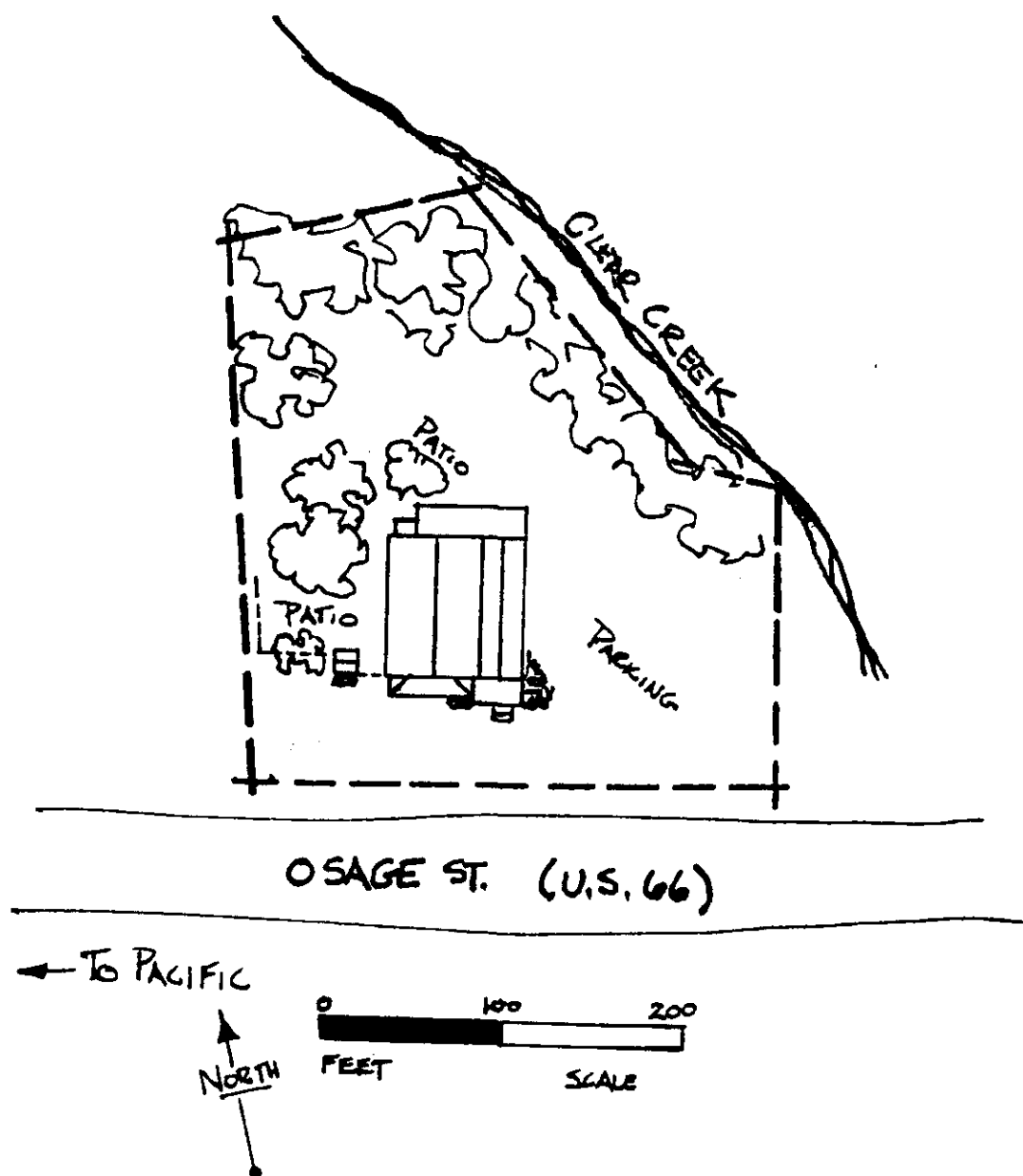
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reads "Red Cedar Inn Restaurant". As is the case for almost every window in the building, the window sash are early or original, and in very good condition.

Figure One.

Site Plan. Drawn by
Debbie Sheals.



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Red Cedar Inn
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The area beneath the porch contains a central entry with a frame airlock enclosure, and two sets of windows. The paired windows, which are covered by wood-framed screen units, feature one-over-one wood sash which are early or original. The west wall of the restaurant has several similar windows, all except one of which has early or original one-over-one wood sash. The exception is a small bathroom window at the back of the wall; it has a new sash in the original opening.

The original section of the building has brick walls to the line of the window sills, and horizontal cedar logs above. (See photos 1-9) The bricks are painted dark red, and the hewn logs have a natural dark finish. The dark wood of the exposed logs contrasts sharply with the wide white chinking between them. The chinking consists of wood and nails covered with concrete.¹ The wall logs are 5 to 7 inches across, and are joined together by tightly fitted V notching. (See photo 6.) The original log walls are visible on the front and west elevations. The bar addition covers the east wall, and various additions have been made to the back.

The walls of the bar addition are similar to those of the original building, with brick to sill level and log above, but differ in that the logs are round rather than hewn, and are joined with saddle notching. (See photo 3.) The gable end of the bar addition is also like that of the other section, with newer rough cedar boards and original triangular eave brackets. The bar facade has a narrow central doorway, flanked by single double hung windows. Those windows have early or original three-over-one sash, and wood framed screens like those used on the dining room section. There are two large window openings on the outside of the bar addition which have been enclosed with cross-braced half-timbers on a white background. The bar section has a wide front patio which is surrounded by an open railing made of the same type of peeled cedar logs used for the porch posts.

The building has seen three rear additions over the years, two of which date to the period of significance. (See Figure Two, Floorplan.) Around 1940, an addition was made to the back of the bar to provide more kitchen space. That part of the building has frame walls covered with horizontal wooden planks, and early or original double-hung windows. It sits on a high concrete foundation, and has a tall brick chimney on the side wall. Its gable roof is an extension of the original bar roof, and both the bar and the addition have exposed rafter ends along that side. (See photo 4.) The other early addition is on the opposite side of the building, along the northwest corner of the back wall. (See photos 5 and 6.) That small square addition, which was originally a bedroom, has shiplap wooden wall sheathing, high sliding windows, and a low pitched shed roof.

The final expansion of the building took place in the mid-1970s, with a shed roofed addition across the back of the building. That section, which contains kitchen and storage space, has a low-pitched roof, and metal sheathing on the walls and roof. An open wooden deck and staircase on

¹ "Red Cedar Inn Restaurant, Proudly Serving Travelers Since 1934," (Red Cedar Inn, Pacific, MO, 2002) Historical account featured on the current Red Cedar menu.

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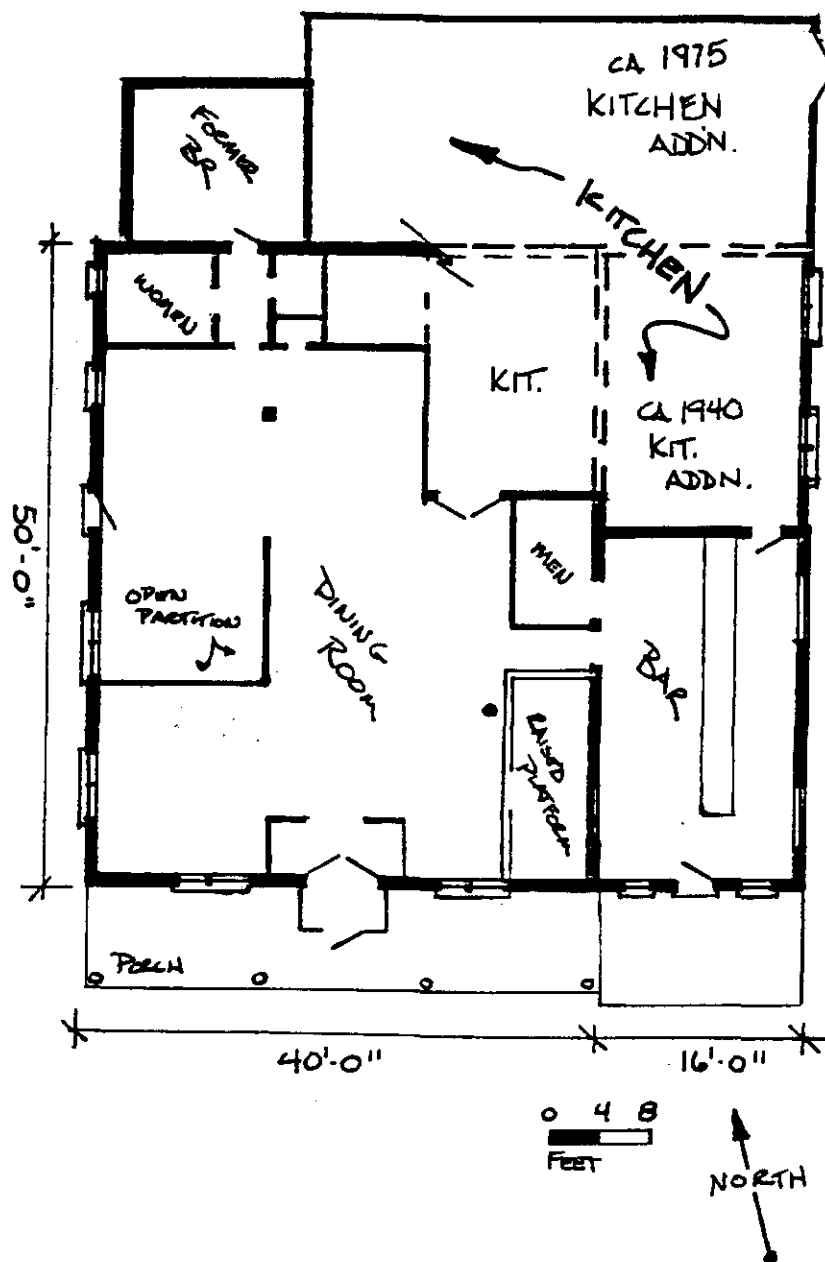
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the northeast corner of that addition provides access to the service entrance of the restaurant. (See photos 4 and 5.)

Figure Two. Floorplan. Drawn by Debbie Sheals.



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The public entrances to the business are on the facade; both of the doors on the wall facing the street remain in use. The airlock entry to the dining room opens to early or original double wooden doors which have large single lights in the upper halves. The dining room takes up most of the original section of the building. It is a large open room. The front and side walls of the room feature exposed logs, and the back wall is covered with grooved knotty pine paneling which is early or original. (See photos 9-11.) A low wainscot of knotty pine covers the log walls below the line of the window sills. The windows and doors are surrounded by simple flat trim of matching pine.

The dining room also has double swinging doors into the kitchen, as well as an open doorway which leads into the bar. The kitchen spaces contain a mix of original and newer finishes, most of that area is modern. The kitchen also has stairs to a small office area above the dining room. A doorway at the back of the dining room opens to a short hallway which leads to the ladies room and the early back bedroom addition. The back room now serves as a waitress service area.

The front door of the bar addition opens directly into the small bar area, which has a long straight bar on the east, and a row of booths along the west. A paneled wooden door in the back wall of the room leads to the kitchen, and a wide opening in the west wall leads to the dining room. (See Figure Two, Floorplan, and photo 12.) As in the dining room, the front and side walls of the room are of log, and the back wall is covered with knotty pine. There are racks for glasses and liquor behind the bar which are constructed partly of peeled cedar saplings.

Overall, the Red Cedar Inn looks and operates today much as it did when the owners were catering to travelers on what was then the new Route 66. It operates today in its original function, and it is in very good condition, inside and out. Both buildings on the property today exhibit high levels of integrity in all areas of consideration: location, design, setting, materials, workmanship, feeling, and association. △

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Red Cedar Inn
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Summary: Red Cedar Inn, in Pacific, Missouri, is significant under Criterion A, in the area of Commerce, as a highly intact full service restaurant on Route 66. The widely traveled transcontinental highway came through Pacific in 1933, creating a business opportunity for brothers James and Bill Smith. Construction of the cedar log building began soon after, and the restaurant opened for business in 1934. A bar of red cedar logs was added to that building the next year, and an outdoor barbeque stand was built to the west a few years after that. The period of significance thus runs from 1934 to 1952, the arbitrary fifty year cut off. Both the restaurant and the barbeque stand are contributing buildings; there are no non-contributing resources. The Red Cedar Inn is still in the Smith family, and it looks and operates today much as it did when the Smith brothers built it to capitalize on the travel trade from Route 66. A recent survey of historic resources on Route 66 in Missouri found that this is one of the most intact historic full service restaurants left on Route 66 in Missouri, and the only one known to have remained in the same family since it was built.² The restaurant is also one of the best examples of a historic highway destination restaurant on the route, and the only such establishment which did not operate in association with a hotel or other lodging facility. It is a highly significant link with the early days of commerce and travel on Route 66 in Missouri.

Elaboration: Pacific is located on the boundary between St. Louis and Franklin Counties; part of the town is in Franklin County, and part is in St. Louis County. Red Cedar Inn is in St. Louis County, a few miles east of downtown Pacific. The restaurant property is now just barely within the city limits; it was a couple of miles out of town in the 1930s. The property is also close to the Meramec River, near the southwestern corner of St. Louis County.

Early transportation options for Pacific, which was established in 1859, included two cross-state railroad lines. Both the Missouri Pacific and the St. Louis and San Francisco railways have had lines through Pacific for at least a century.³ Coming into town from the east, those rail lines run side by side along the base of steep bluffs which border the wide Meramec River valley. (See enclosed topo map.) One of the earliest highways to serve Pacific also enters town along that corridor. The road which is now known as Osage Street (Business 44), runs next to the railroad tracks, at the foot of the same bluffs. That road, which was State Route 14 in the 1920s, became part of the famed transcontinental highway, U. S. Highway 66, in 1933.

Route 66, as it is best known, had actually been in existence for several years before it was

² See Becky L. Snider, PhD and Debbie Sheals *Route 66 in Missouri* (Columbia, MO: State Historic Preservation Office, 2002) Survey Report.

³ Both rail lines were running through the city by the time the county was mapped for Walter Williams, *The State of Missouri: An Autobiography*, (Columbia, MO: E. W. Stephens, 1904) p. 387, and both rail lines are shown on the current topographic map of the community.

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routed through Pacific. The highway was formally commissioned on November 11, 1926, when the Secretary of Agriculture of the United States approved the Federal Aid Highway System.⁴ That move finalized a process which created a national network of interstate highways, including Route 66. In Missouri, Route 66 generally replaced Missouri State Highway 14.

The first path of Route 66 through St. Louis County ran slightly north of Pacific, following Manchester Road through the town of Pond.⁵ As traffic increased and the roadway was developed, the route was changed to improve traffic flow. In 1933, it was moved south, to follow Chippewa and Watson Streets in the city of St. Louis, and to run through Pacific in the county. That move, which came at the height of the Great Depression, connected Pacific to one of the best-known federal highways ever in use in the United States.

Route 66 and the rest of the interstate highway system developed largely in response to the explosive growth in automobile use and ownership which occurred in the first decades of the 20th century. The number of cars registered nationwide increased at a remarkable rate in the first third of the century, from just over 1.2 million in 1913 to more than 19 million in 1925.⁶ There were comparable jumps in Missouri, where vehicle registrations rose from just over 16,000 in 1911, to more than 750,000 in 1931, the year paving of Route 66 was completed in Missouri.⁷ That growth in automobile ownership, paired with the availability of good roads, ushered in an era of individual mobility which had never before been possible.

Route 66 had an immense effect upon the state and the nation. As the first national highway linking Chicago and Los Angeles, it expanded travel options in a way the railroads had only touched upon. In the decades following the creation of Route 66, millions of travelers experienced Missouri via Route 66, and the highway became an interstate conduit for business and income. Proximity to the popular new highway provided local businesses with a ready-made clientele, and in many towns, the highway became an essential element of the local economy. This was especially important during the Great Depression, a time which actually saw an overall increase in volume for some roadside businesses. The cottage court industry, for example, increased more than 40%

⁴ U. S Department of Transportation Federal Highway Administration, America's Highways 1776-1976, (Washington, D. C.: USGPO, 1976) pp. 108-109.

⁵ Various alignments of the highway are shown on *Official Map of Missouri U. S. Route 66 and Kansas U. S. Route 66: 1926-2001* (Rolla, MO: Federation Map Co., 2001.)

⁶ Frederic L. Paxson, "The Highway Movement, 1916-1935," The American Historical Review, 51, no. 2 (1946) p. 238.

⁷ Wilson Bell, Secretary of State, Official Manual of the State of Missouri (Jefferson City: Mid-State Printing Co., 1946) p. 827.

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during the 1930s.⁸ Route 66 connected dozens of small towns in Missouri with the rest of the nation, and the ever-expanding American love affair with the automobile ensured that the connection was here to stay.

With the highway came a great influx of travel related business opportunities. In addition to the hundreds of thousands of car owners in Missouri, were even more tourists from other states. The highway carried millions of out-of-state customers past the doors of roadside establishments. As the State of Missouri Book reported in 1932 "The improvements of state highways has resulted in a very large increase in the number of tourists passing through the state. Estimates based on traffic counts made several years ago indicate that 5,000,000 visitors come to this state during the touring season."⁹

That steady stream of travelers injected millions of dollars into Missouri's economy over the years, and supported hundreds of small businesses along the route. Most of the roadside businesses, including Red Cedar Inn, which came into existence while Route 66 was in use did so because the highway way there. A history of Red Cedar which was recently produced by the restaurant noted that the Inn was established "at a time when 'new' Route 66 was being built...." and that "Red Cedar Inn was built because of Route 66."¹⁰

The establishment of the new restaurant reflects local entrepreneurial spirit at its best. The builders, James and Bill Smith, combined favorable business conditions with access to inexpensive building materials, and created a unique new roadside enterprise. A brief history of the business which was printed in Along Route 66 describes the conditions which came together for the brothers in 1933:

The year 1933 was a critical one for the Smith brothers of Villa Ridge, Missouri. Prohibition ended, and the Missouri Highway Department moved U.S. 66 to the Meramec Valley. James and Bill Smith, who had bootlegged hooch from the family farm at Villa Ridge, opened legal taverns-Bill at Fenton and James a tavern and pool hall at Eureka. And they built a restaurant on new 66 at Pacific.¹¹

The choice of red cedar logs for the walls of the new building was probably influenced by a variety of factors. The materials were readily available, and therefore inexpensive, and the

⁸ John Margolies, Home Away From Home: Motels in America, (Boston: Bulfinch Press, 1995) pp. 32-36.

⁹ H. R. Walmsley, ed., The State of Missouri, (Kansas City: Lewis Printing Co., 1932) p. 206

¹⁰ "Red Cedar Inn Restaurant, Proudly Serving travelers Since 1934," p. 1.

¹¹ Quinta Scott, Along Route 66, (Norman: University of Oklahoma Press, 2000) p. 63.

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picturesque log walls made for a "rustic" building which would catch the eye of hungry tourists on the lookout for an interesting dining experience. Although log construction had not been common in the area since the middle 1800s, it was not completely unheard-of, especially in the 1920s and 30s. As one history of vernacular architecture noted, log construction saw renewed popularity in the 1930s, "when conditions of Depression times made log construction temporarily logical again and when the U. S. Forest Service built scores of 'rustic' (their term) log cabins".¹² Another brief historical account of log cabins noted that the popularity of "Rustic Style" log buildings could be attributed to work of the Civilian Conservation Corp (CCC) who favored picturesque log structures for their park projects.¹³ (There was actually a CCC camp in Pacific in the 1930s, although it was not established until 1935, after both sections of Red Cedar were completed.)¹⁴

The long-term family ownership of the property has resulted in a good store of information about its construction and early days of operation. (Some of that information is passed on to current customers via a brief historical account, based on family history, which is featured on the restaurant menu.¹⁵) The logs for Red Cedar came from the Smith family farm in nearby Villa Ridge, and the wall bricks are of silica sand, made at the nearby Pacific Brick company. The logs were hauled to the site in a Ford Model "AA" one ton truck operated by Casper and Lawrence Haberberger, and hewn by Dan Hafley and Earl Morgan. The foundation for the building was dug by Ed Kreinkamp and brothers Ben and Eugene (Jigs) Nauman, with the assistance of a mule. The chinking between the logs, which is still there today, was done by George and Otto Manetzke, using a mixture of wood and nails covered with concrete. The head carpenter for the project was Dutch Wehrle of Eureka, assisted by carpenters Vic Mottert and Harry Bush.¹⁶

Hafley and Morgan were obviously skilled craftsmen; the corner joints of the building show an expertise with log construction one would expect to find in a permanent dwelling built in the 19th century. A closer look at the two sections of the building show that while most construction details match, there is a difference in the log construction used for the original dining room and that on the early bar addition. The original section is built of logs which are hewn to a rectangular profile and joined with tightly fitted V notched corner joints. The bar, by contrast, is made of

¹² Howard Wight Marshall, Folk Architecture in Little Dixie, (Columbia, MO: University of Missouri Press, 1981) p.98.

¹³ Harrison Goodall and Renee Friedman, Log Structures: Preservation and Problem Solving, (Nashville, TN: AASLH, 1980) p. 9.

¹⁴ Meramec Valley Transcript, Pacific, MO, various issues, 1933-1935.

¹⁵ "Red Cedar Inn Restaurant, Proudly Serving Travelers Since 1934."

¹⁶ Ibid.

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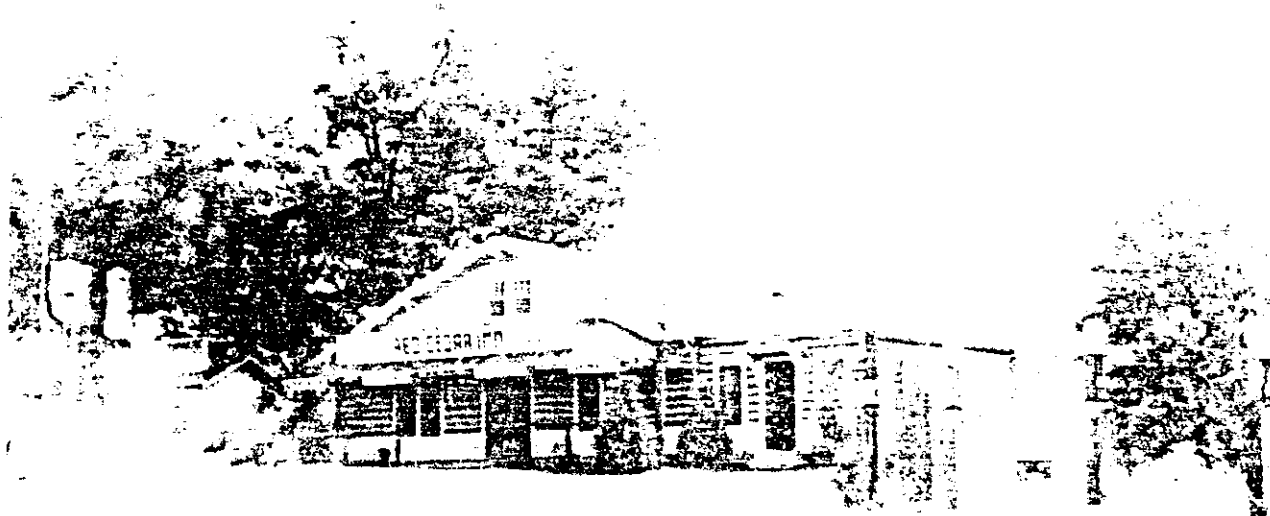
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smaller, rounder logs, joined by saddle notching.

The use of V notching and rectangular logs on the original section of the restaurant indicates a good deal of experience with that building material. That type of construction was favored for permanent or semi-permanent log residences in frontier areas throughout the 1800s, but had largely fallen from practice in the 20th century. Saddle notching, which is generally used only for round log buildings, is much easier to do. It was used for temporary buildings in frontier situations and for "rustic" revivals in the 20th century.¹⁷ It seems unlikely, therefore, that Hafley and Morgan did the work on the bar addition. It is clear, however, that the Smith Brothers chose log construction for its rustic appearance and relative novelty as a construction material at the time.

Figure Three. An early postcard of Red Cedar.

From Skip Curtis, The Missouri US 66 Tour Book, (Lake St. Louis: Curtis Enterprises, 1994) p. 46.



¹⁷ Henry Glassie and Fred Kniffen. "Building in Wood in the Eastern United States: A Time-Place Perspective," in Common Places. (Athens, Georgia: University of Georgia Press, 1986) pp. 167-172.

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The Smith brothers apparently never planned to spend much time at the new restaurant. It was noted in Along Route 66, that: "When James and Bill finished the building, they named it the Red Cedar Inn, turned its management over to James II, and went back to the pool hall in Eureka and the tavern in Fenton." James II, by contrast, spent a lot of time there. He was just 24 when he took over management of the brand new business, and he spent most of the next four decades in that job. In 1935, he hired Katherine Brinkman as a waitress, and in 1940 she became Mrs. James Smith II. The couple bought the business from James Smith I in 1944, and, with the help of their son James Smith III, and their daughter Ginger, they operated Red Cedar Inn, until James II's retirement in 1972. The restaurant closed after that until 1987, when Ginger (now Gallagher) and James III reopened the business with help from their mother, Katherine.¹⁸ Red Cedar Inn is today the only known restaurant on Route 66 which has never left the family of the original builders.

It is also one of the most intact historic examples of a full service restaurant left on the route in Missouri today. The recent survey of the highway corridor identified only about a dozen potentially eligible full service-restaurant buildings, most of which no longer house restaurants.¹⁹ Full service restaurants were defined for that project as those establishments which offered indoor dining facilities and table service, a categorization which included businesses such as cafes and sandwich shops, which emphasized speed over atmosphere. The survey identified only two or three intact surviving restaurants along the entire route which historically offered a more relaxed atmosphere, with evening meals and cocktails. They were the Red Cedar Inn, The Big Chief Restaurant, of nearby Pond, and the Munger Moss Sandwich Shop, of Devil's Elbow.²⁰ Red Cedar stands apart from many of the restaurants which operated along the highway in the 1930 and 40s, in its overall level of integrity as well as its original function.

The concept of the restaurant, and even the term itself, can be traced to 19th century France. From the Encyclopedia Britannica:

The public dining room that came ultimately to be known as the restaurant originated in France, and the French have continued to make major contributions to the restaurant's development. The first restaurant proprietor is believed to have been one A. Boulanger, a soup vendor, who opened his business in Paris in 1765. The sign above his door advertised restoratives, or restaurants, referring to the soups and

¹⁸ James III has since left the business, which is now run with the help of general manager Wes Karna, who has been there since 1987.

¹⁹ Snider and Sheals, 2002.

²⁰ Ibid. The Big Chief Restaurant is being nominated individually in association with the survey project as well; the Munger Moss shop although reasonably intact, is less so than the others identified here.

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broths available within. The institution took its name from that sign, and "restaurant" now denotes a public eating place in English, French, Dutch, Danish, Norwegian, Romanian, and many other languages, with some variations.²¹

By the 19th century, the term had come into widespread use in the United States as a description of all manner of commercial dining establishments, and by the end of the century the restaurant industry was fully established in North America.²²

Unlike many roadside businesses, such as gas stations and cottage courts, the restaurant was an established business type long before the advent of automobile travel. It was possible to find both quick-dining and full service establishments in most settled areas of the United States by the last half of the 19th century. Quick-dining options included such things as soda fountains and lunch counters, where one could grab a quick meal at a window or a counter, while full service establishments offered indoor seating and table service. Full service settings ranged from coffee shops to formal dining rooms. Prior to the turn of the twentieth century, most full service dining rooms were located in urban settings, and were often associated with large hotel operations.²³

While the earliest automobile travelers in the country had to look in urban areas or the commercial centers of small towns for restaurants, dining establishments soon sprang up in more convenient locations along the new highways. By the late 1920s, a wide variety of restaurants types were available to the 'autoist'. Although options for roadside dining have ranged from food stands to formal dining from the earliest days of auto travel, quick service places have tended to dominate the field. Even those businesses which offered indoor dining and table service tended to be cafes or family restaurants which emphasized casual dining and quick service to get customers back on the road as soon as possible.

An exception to that rule was the type of full service restaurant one history of roadside dining calls the "Highway-Destination" Restaurant.²⁴ The authors of Fast Food, describe highway destination restaurants, which "catered not to transients seeking security and convenience, but to discerning customers seeking the unusual."²⁵ That account noted that such places could be upscale or less pretentious, but that customers were looking for "atmosphere" which could be established

²¹ "Restaurant," Encyclopedia Britannica CD, (Chicago: Encyclopedia Britannica, Inc. 1999.)

²² Liebs, pp. 193-195.

²³ John. A Jakle and Keith A. Sculle, Fast Food: Roadside Restaurants in the Automobile Age, (Baltimore: The Johns Hopkins University Press, 1999) pp. 22-39.

²⁴ Jakle and Sculle, p. 49.

²⁵ Jakle and Sculle, Fast Food, p. 49.

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through such things as exterior architecture, interior design or other features which were calculated to be "place-defining." It was also noted that after prohibition, "the sale of alcoholic beverages set the highway-destination restaurant apart from other roadside eateries."²⁶

That description fits Red Cedar Inn quite well. The end of prohibition spurred its creation, and its name and appearance reflect a conscious effort to create "atmosphere." The Smith Brothers clearly chose log construction for its rustic appearance and relative novelty as a construction material for its time. They were able to capitalize on free building materials, and apparently skilled local craftsmen, while creating the type of atmosphere that would make Red Cedar a destination in an of itself. The rustic theme of the exterior is carried over inside the building as well, with exposed wall logs and knotty pine paneling. The log-accented barbeque shack west of the building, which was used for outdoor Sunday barbeques, added to that experience.

The restaurant's rural setting, combined with relative proximity to St. Louis, also made it an attractive destination for city dwellers in search of an unusual dining experience. In the 1940s, for example, it became a favorite dining spot for St. Louis Cardinals pitcher Bob Klinger, who dined there frequently with his wife, and often brought along such famed baseball players as Dizzy Dean, Ted Williams, Mort and Walter Cooper, and Red Schoendienst. James Smith II liked them so much that he charged him just 25 cents per plate.²⁷

Another story told by the current management shows that it continues to be a "destination" yet today:

Perhaps our one of our favorite complements comes from the film crew for ABCs "Good Morning America", who were doing a feature on Route 66. Host, Charlie Gibson asked the film crew, "Now that you've driven all of Route 66 and have made many stops, do you have a favorite?" Mindy Moore, reporter, responded, "Yes, we do, it's unanimous, by far out most favorite stop was a little place outside of St. Louis called The Red Cedar Inn."²⁸

The setting for the highway in front of the building continues to evoke the days of travel on Route 66, and Red Cedar Inn today looks little different than it did to travelers of the 1940s. One study of restaurant history noted that: "The restaurant...is a form of commodified place" and claimed that most modern restaurants "follow the strict formatting of one or another corporate

²⁶ Ibid.

²⁷ "Red Cedar Inn Restaurant, Proudly Serving travelers Since 1934."

²⁸ Ibid.

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chain."²⁹ That was not the case in the early days of Route 66, as evidenced by Red Cedar Inn. It stands in sharp contrast to such "commodified places" and strongly reflects the days when private ownership and individualism defined roadside business on Route 66 in Missouri. △

²⁹ John. A Jakle and Keith A. Sculle, Fast Food: Roadside Restaurants in the Automobile Age, (Baltimore: The Johns Hopkins University Press, 1999) p. 19.

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Verbal Boundary Description

The boundaries of the property are indicated on the Site Plan in Figure One, section 7 of the narrative. They comprise all of the St. Louis County tax parcel number 31Y530080, for the property at 1047 E. Osage Street, Pacific, MO.

Boundary Justification

The current boundaries encompass all of the land currently associated with the restaurant which retains integrity.

Photographs

The following information is the same for all photographs:

Red Cedar Inn, Pacific

1047 Osage Street

St. Louis County, MO

Debbie Sheals

August, 2002

Missouri Cultural Resource Inventory, MO Department of Natural Resources, Jefferson City.

List of Photographs

See photo key for indication of camera angle.

1. Southeast corner
2. Original section (restaurant)
3. Bar addition.
4. East elevation.
5. Northwest corner
6. Detail, corner joints, northwest corner.
7. Southwest corner.
8. Facade, south elevation.
9. Dining room, looking southeast.
10. Dining room, looking southwest.
11. Dining room, looking northeast.
12. Bar, looking southeast.

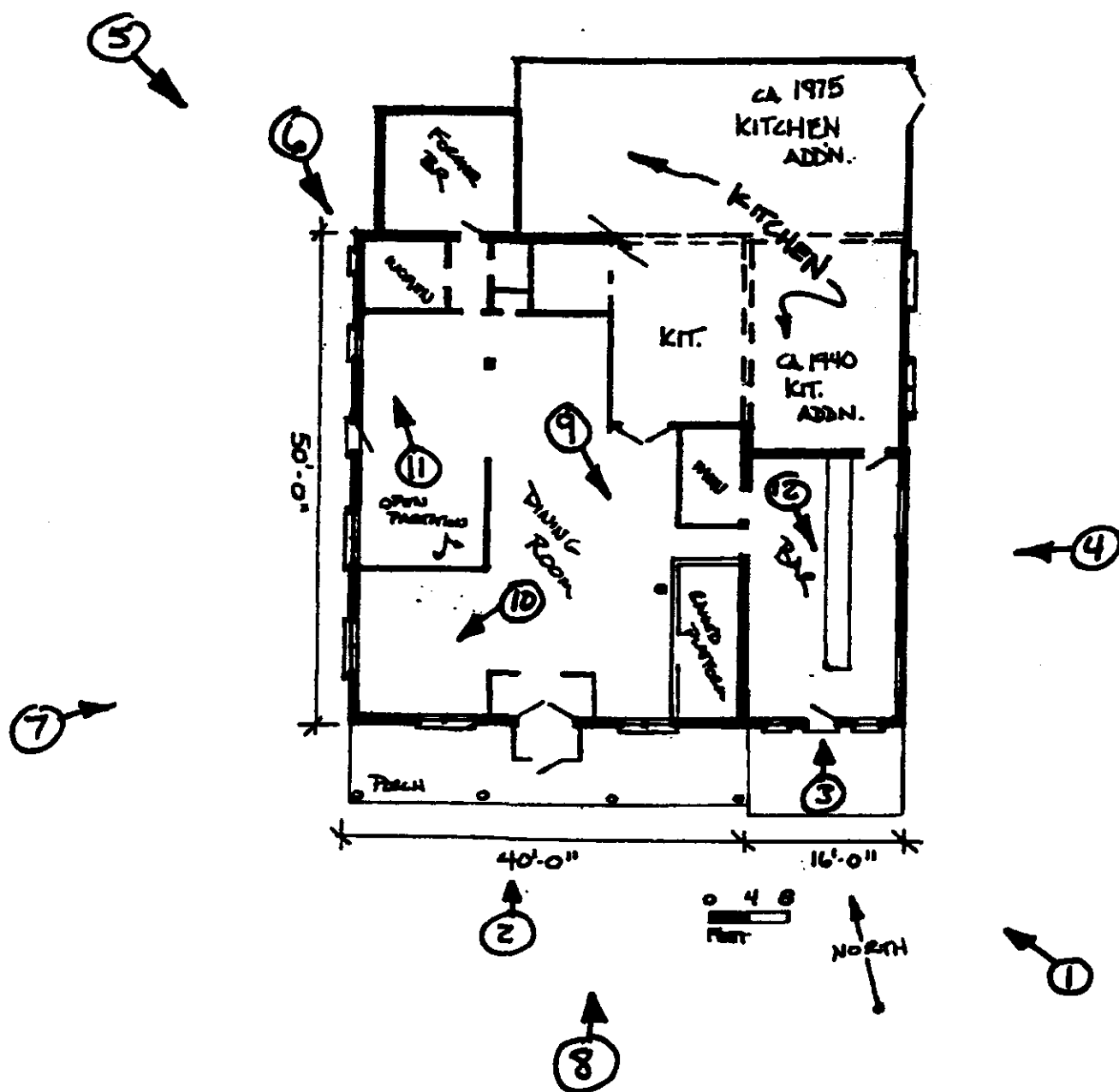
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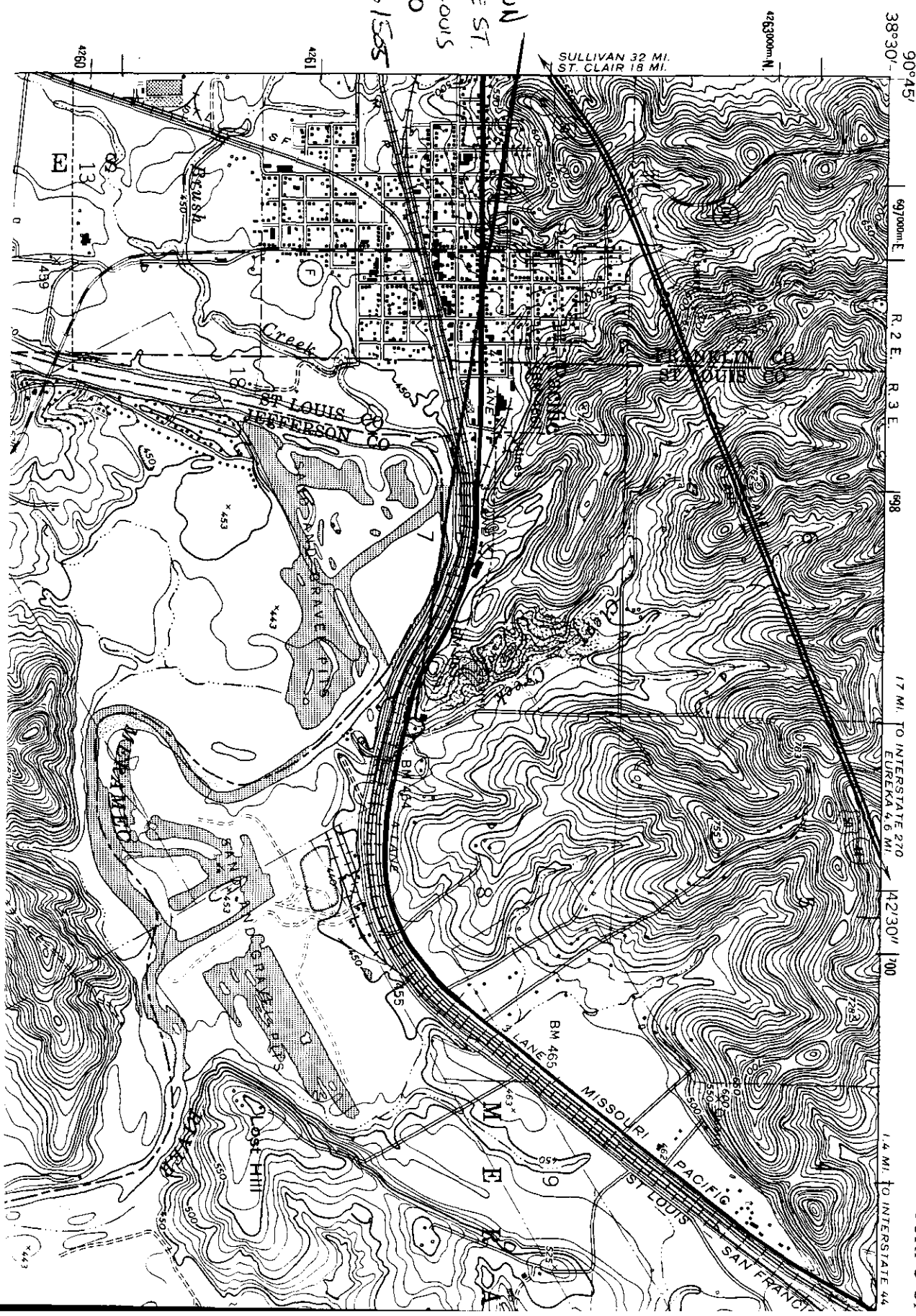
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Photo Key.



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